

HICKS-BEACH MADE BUDGET STATEMENT

War Has Brought England to Verge of Ruin.

HEAVY LOAN IS NECESSARY

Income Tax Increased—Export Duty on Coal and Tariff on Sugar Levied—No Help From Transvaal at Present.

LONDON, April 18.—The new loan will be in consols. The chancellor of the exchequer proposed to suspend the sinking fund and to borrow £60,000,000. The total expected yield of the new taxation is £11,000,000, of which £2,100,000 will be from coal.

The national balance sheet for 1900-1901 stands as follows:

Revenue	£130,383,000
Expenditures	£133,592,000
Net deficit	£3,209,000

The chancellor of the exchequer, Sir Michael Hicks-Beach, rose at 4:15 p. m., amidst rounds of cheers, and commenced the budget statement.

"During the last five years," said the chancellor, "we have been invariably able to congratulate the house on a general increase in the prosperity of the country, but the year 1900, especially the last six months, showed symptoms of a change. Our foreign trade during the year considerably increased, but in value rather less than in volume." It was mainly due, the chancellor said, from the high prices of certain articles, notably coal, which naturally must have injured important industries, especially railways.

The chancellor then proceeded to review the various items of revenue, mentioning that the revenue from beer was £4,000,000 less than the estimate.

"That decrease," said he, "is probably attributable to the fact that very many beer drinkers are in South Africa and also to the decrease in the spending power of the people, owing to the high price of coal. Experience has shown that we have practically reached the limit in the profitable taxation of spirits."

"The prolongation of the war and the absence of buyers on the stock exchange are responsible for the unsatisfactory yield for stamps."

He stated that the national debt on April 11th was £687,700,000, an increase of £55,000,000 on account of the war.

"As to obtaining contributions from the Transvaal," said the chancellor, "Sir David Barbour's reports are not encouraging at present. I think the house will see that the war has brought the country to the verge of ruin" (opposition cheers greeted this remark). This can no longer be concealed. A small war has cost £151,000,000, double the cost of the Crimean war.

"It becomes necessary to put our expenditures on a broader basis. The country has reached a point when it is necessary to widen the scope of taxation, but the great tax-payers must bear their share of the burden. I propose that two pence shall be added to the income tax, making one shilling and six pence in the pound. The extra two pence will realize £2,800,000. There will be no addition to the beer, wine, tea, spirits or tobacco duties."

"I am not disposed to oppose a customs duty on manufactured imported goods, as suggested by Sir Howard Vincent. The average consumption of sugar is 56 pounds per head. Sugar is taxed in every other community in Europe and is taxed in the United States. In this country the taxes remained on sugar long after the institution of free trade. What I propose is not a protective duty but an adequate public necessity has arisen for some duty for which the laboring classes should bear a fair share."

A duty of 4s. 2d per cwt is imposed on refined sugar.

A duty of 2s. per hundredweight is imposed on molasses.

West India sugar is not exempted. A duty of 1s. 8d per hundredweight is imposed on glucose.

A shilling per ton duty is imposed on exported coal.

BUDGET SPEECH AWAITED.

NEW YORK, April 18.—Ministers and members of parliament are already gathering for the budget speech today, says the Tribune's London correspondent.

Sir Michael Hicks-Beach is revising his estimates and putting the finishing touches on the budget. Lord Lansdowne has returned and there will be a full attendance at the cabinet meeting tomorrow. Sir Michael Hicks-Beach has kept his official secrets so closely that the budget speculators are working in the dark. Export duties on coal, increased duties on tea, tobacco, and spirits, the inclusion of sugar in the schedules, indirect taxation and increased taxation of incomes are predicted on the eve of the resumption of the session; but there is no authoritative information and some of these guesses will prove incorrect. For the chancellor of the exchequer is certain to find it more comfortable to borrow money than overweigh the country with fresh taxation when the end of the war is not in sight.

Uncertainty prevails in the Welsh and Lancashire coal districts and the Liverpool sugar market and commercial circles generally. Sir Michael Hicks-Beach will be faced with a united Lib-

eral front bench. Sir Henry Campbell-Bannerman having returned in improved health and Sir William Vernon Harcourt being in fine fighting form.

Much depends upon the reception of the budget speech by the country. The promotion of Mr. Chamberlain to the leadership of the commons and the elevation of Mr. Balfour to the peerage will be hastened if the budget proves highly unsatisfactory to the nation.

Military clubs are also agog over General Roberts' dispatch on the war and the long list of commendations. Lord Methuen's friends are jubilant and General Buller's partisans are disconcerted by the coolness of General Roberts' reference to him.

It is hardly credible that General Buller desired his successor in the chief command to patronize him. He attended Winston Churchill's lecture at the United Service Institution with many other military men and seemed to be bearing up bravely.

OBJECT TO NEGROES.

White Bricklayers Refuse to Work With Them on Mississippi State House.

CHICAGO, April 18.—The Tribune says:

Bricklayers from Chicago and other Northern cities have tied up building operations on the new state house at Jackson, Miss., by striking because of the presence of negro bricklayers on the work. Advice of the trouble was received by Chicago labor leaders last night.

There were but two negroes on the job and they are said to be non-union men while the Northern men are union. But the trouble, it is said, is due not so much to union ideas as to the color line. The Northern men demanded the negroes be discharged and when the white men refused to let them go, the former quit work.

Chicago labor leaders are at a loss to understand why the bricklayers had based their refusal to work on the color line, as the bricklayers' union does not draw the line against the admission of negroes. They call attention to the fact that at the last annual convention of the International Bricklayers and Stone Masons' Union, held in Milwaukee, there were two colored delegates present. There are many negroes in the hall carriers' and building laborers' union and the secretary of the local Granite Cutters' Union is a colored man.

The American Federation of Labor prohibits unions affiliated with it from drawing the color line and less than a year ago the Chicago Federation of Labor went on record as appealing to the negroes to join unions.

WILL BUY MEXICAN ROAD.

Pacific Improvement Company to Purchase Monterey and Mexican Gulf Railway.

SAN FRANCISCO, April 18.—The Examiner says:

The Pacific Improvement Company is negotiating for and in all probability will soon purchase the Monterey and Mexican Gulf Railway in Mexico. It comprises 287 miles of road running from Tuxtepec by the way of Monterey to Tampico on the Gulf of Mexico. The property will greatly strengthen the Mexican International road, now owned by the Pacific Improvement Company, by giving it a Gulf port and a profitable system of feeders in northeastern Mexico.

The Monterey and Mexican Gulf is owned by Belgian capitalists. Its acquisition as a feeder to the Mexican International is thought by the knowing ones to be the forerunner of the sale of both properties to the Southern Pacific.

ATTACKED PROTESTANTISM.

Sensation Created by Her Appearance at Austria.

VIENNA, Apr. 18.—When accepting the patronage of the Austrian Catholic Schools' Association yesterday, Archduke Francis, the heir-apparent, caused a sensation by delivering a speech in the course of which he declared that he would "willingly assist in combating all efforts directed toward injuring the Catholic religion and disintegrating the Austrian empire."

The radicals interpret the speech as an attack on Protestantism and the archduke's intrusion into politics is expected to lead to stormy debates in the reichsrath.

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IRON AND STEEL TRADE.

Trust Will Furnish Better Service, Improved Quality and Lower Prices.

NEW YORK, April 18.—The Iron Age today says:

By many in the iron trade the announcement of the low prices for ore is now interpreted as proof of the fact that Standard Oil principles are to guide the management of the United States Steel Corporation. As one of the brightest and ablest managers of one constituent concern puts it, those principles may be summarized briefly:

Better service, improved quality and lower prices. This, so far as the last-named are concerned, would be breaking with the traditions of quite a number of leaders in the iron industry who have believed in making the best of the opportunity of the moment. A flurry has been created by the threat of the Amalgamated Association to force a fight on the recognition of the union in the sheet mills. It is pretty certain, however, that the matter will be adjusted.

The markets continue strong but, as is natural, have quieted down somewhat in pig iron after the long period of activity.

Reports of large sales of Bessemer pig in the central West are untrue, but, on the other hand, there does not appear any foundation for the reports of weakness as the result of the lowering of the price of lake ore. The steel market is rather dull, chiefly because, while the demand is restricted, the supply is even narrower and premiums are still paid for prompt delivery. In all branches of the finished trade, the reports of heavy deliveries continue and there is evidence of a good deal of new work being taken.

The steel rail makers report somewhat of a revival in orders. In the East about 6,000 tons were placed, while a Western estimate is fully 100,000 tons for the whole country.

In other directions, too, there is a somewhat larger demand from the railroads. Some good blocks of railroad bridge work have been recently taken, including orders for the Mexican Central, for the New York, Ontario & Western, the Nickel Plate and for the Pennsylvania Railroad. The American Bridge Company has also taken an order for 5000 tons of bridge work in Cuba. The activity in building large structures in the leading cities and in manufacturing buildings continues unabated and in the aggregate the tonnage is very large.

From Chicago comes the report of some very large sales of bars to the manufacturers of agricultural implements for forward delivery, the quantity involved being 50,000 tons. The smaller concerns are expected to follow and to swell the total. As an indication of the condition of affairs in the plate trade, the fact is noted that the Chicago mills are delivering along the Atlantic coast and in New England.

SCHOLARSHIPS AWARDED.

Announcement Made by Council of Columbia University.

NEW YORK, April 18.—The university council of Columbia University has announced among others the award of the following scholarships in value from \$50 to \$1000:

Robert Henry Bradford, Salt Lake City, Utah, metallurgy.

William Austin Cannon, Washington, Mich., botany.

William Jones, Sac and Fox Agency, Okla., anthropology.

Henry Raymond Mussey, Port Byron, Ill., economics.

Walter Stanborough Sutton, Kansas City, Kan., zoology.

Harvey Waterman Thayer, St. Louis, German.

David Yancey Thomas, Conway, Ark., history.

Samuel Marion Tucker, Spartanburg, S. C., English.

Alternates:

From the faculty of political science: Robert Carlton Clark, Austin, Tex., history.

From the faculties of pure and applied science, Satoru Tetsu Tamura, Iowa City, Ia., mechanics.

Honorary fellowships without emolument: William Harry Heck, Raleigh, N. C.

Endowed fellowships: Schiff Fellowship—Ulrich Bonnell Phillips, Athens, Ga.; George William Curtis Fellowship—James Wilford Garner, Peoria, Ill.

MORE RAILROAD RUMORS.

Deal Reported Between Pennsylvania Railroad Company and Atchison, Topeka and Santa Fe.

NEW YORK, April 18.—The Tribune says:

Representatives of the Pennsylvania Railroad Company, it is said on good authority, will soon be elected to membership in the board of directors of the Atchison, Topeka and Santa Fe Railway Company. No Atchison securities appear in the long list of stocks and bonds owned by the Pennsylvania, but it is understood that heavy purchases of Atchison stocks, principally the preferred, have been made of late by interests identified with the Pennsylvania Railroad Company.

The latter road has long had close traffic relations with the Burlington, the two companies jointly owning and operating the Toledo, Peoria & Western Railway which connects the systems. But in view of the increasing probability of the acquisition of the Burlington by the Northern Pacific-Great Northern interests, the Pennsylvania, it is said, some time ago began to make preparations for alliance with another Western line, choosing the Atchison. The latter road touches Kansas City, but does not extend to St. Louis, which is the western terminus of the Penn-

sylvanian system, the two roads meeting only in Chicago.

It is said that there will be no connection built between the two roads by extension of the Pennsylvania system westward of St. Louis, and it is not believed that any intention exists of obtaining control of the Atchison by purchase of a majority of the latter's stock by the Pennsylvania; but it is said to be possible that a traffic arrangement might without great difficulty be arranged by which traffic could be moved from ocean to ocean over the Pennsylvania and the Atchison with, say, one of the lines of the St. Louis & San Francisco as the connecting link.

EXCURSION RATES FIXED.

Transcontinental Passenger Association in Session in California.

DEL MONTE, Cal., April 18.—The Transcontinental Passenger Association in session here has decided that the rate from Chicago to San Francisco and return for the Episcopal convention, which is to be held in San Francisco, shall be \$50 for a first-class ticket. The rate from the Missouri river will be \$45 and from St. Louis and New Orleans \$42.50. Tickets for this convention will be on sale east of Colorado and points west they may be purchased from September 24 to 27. Children will be allowed half-fare privileges.

The round trip rate from California to the Pan-American exposition at Buffalo will be made on a basis of \$60 to the Missouri river added to whatever rates may be made east of the river. It was decided to abolish skeleton tickets.

The following roads have joined the Association: The Burlington, Cedar Rapids & Northern, the Burlington & Northwestern and the Keokuk & Western. The association now numbers thirty-six roads and it is announced that the number may be increased to forty-five at the next meeting. The Great Northern, Northern Pacific and Canadian Pacific are still out of the association.

ENGLISH CARRIE NATION.

Duke of Newcastle Likens John Kenist to the American Southerner.

NEW YORK, April 18.—The Duke of Newcastle, who is regarded as one of the leaders of the Ritualistic movement in England, in an interview denounces the bawling that prevailed at the installation of the bishop of London.

"I think it is typical of the Anglo-Saxon for the minority to attempt to overthrow the majority by lawlessness," said his grace. "Mr. John Kenist, the moving cause in all these unruly church demonstrations, declared several months ago that he would break up the installation of the lord bishop of London."

"Mr. John Kenist is like your Mrs. Carrie Nation of Kansas. Both are irresponsible and dangerous. Neither one is truly representative of any class, creed or political principle. Like Carrie Nation, John Kenist is a free lance doing injury to the cause that he extorts."

When Bishop Creighton was confirmed lord bishop of London, Kenist caused a similar scene of disorder. The clergy may expect another repetition at the enthronement of the lord bishop of London in St. Paul's Cathedral in May next. There are some churches in London where Kenist would not dare to raise his voice. He usually only creates a disturbance where he is sure that his skin is safe."

Dr. Ingram, the new lord bishop of London, is a high churchman but he is not a Ritualist. His predecessor was a low churchman. Dr. Ingram was second bishop of Stepney and suffragan to the bishop of London. He was appointed bishop of London on March 7, succeeding the Right Rev. Mandell Creighton, who died on January 14, last.

PRICE OF SILVER.

NEW YORK, April 18.—Silver, 39 1/2.

Fisher's Opera House

L. E. SEITZ, Lessee and Manager.

ONE NIGHT.

WEDNESDAY, APRIL 24

Farewell Tour of the World's Greatest Spectacular Dancer.

LA LOIE FULLER

Who will be seen in her New and Marvelous Creations.

THE ARCHANGEL and THE TEMPEST

In conjunction with an especially selected company of high-class players, who will appear in the charming comedy

The Accidental Sweetheart

and the screaming farce

His Last Chance

ADMISSION—Reserved seats, \$1; gallery, 50 cents. Seat sale opens Tuesday morning at Griffin & Reid's.

OREGON'S PIONEER DAYS

(Continued from Third Page.)

Gray in his good ship Columbia. We are now going to have the centennial of the exploration which confirmed to us the great country reached by the discovery.

The history of those transactions, as the beginning of the American empire on the Pacific coast, is a record of profound interest. It has its place among the events of great importance in the development of the United States.

The actual discovery of the mouth of the river was made May 11, 1792, by Captain Robert Gray, a New England navigator, who says in his log-book under that date: "Behold our desired port, bearing east-south-east, a distance of six leagues. At 8 a. m., being a moonlight night, we went to anchor in the harbor, bore away and ran in east-northeast between the breakers, having from five to seven fathoms of water when we were over the bar we found this to be a large river of fresh water, upon which we steered."

Gray remained in the river from the 14th to the 20th of May. He ascended it about 25 miles. Meares left as a messenger of his failure the name of Cape Disappointment to the promontory on the north side.

Gray, sailing out of the river to the northward, met Vancouver, who had sailed into the Straits of Fuca, and considered his examination of Puget sound—so called by Vancouver for a member of his party. Later in the year Vancouver sailed for the Bay of San Francisco, leaving his lieutenant, George Vancouver, in command of the Columbia. Broughton, in the Chatham, entered the river in November, 1792. Finding it difficult to ascend the river with his bark, small as it was, he took a trading voyage, and on the return southward he turned into the Columbia river. This vessel remained in the river till Broughton was ready to sail with his own brig, the Chatham. It was the ship of the Astor party in March, 1811, the abandonment of the enterprise in 1811 is Gabriel Franchère, whose book, written in French and published in Montreal in 1812, was translated into English and republished in New York in 1814. Franchère, it is well known, came in the Tonquin and remained in the country till Astor's partners here sold out the business to agents of the British North West Company, when he returned home, across the ocean. It was a large party that left Astoria April 4, 1814. In all there were ninety persons, who embarked in ten canoes. Franchère reached Montreal in September. His report on the country was that the partners of Astor could have maintained their position in the country, had they possessed resolution and courage. The British but was not in fact captured by the British but was taken under a business arrangement to agents of the Northwest Company. True, the British ship of war Racoon, of twenty-six guns, arrived at Astoria on April 25, but it had been made, and it would not have been possible to hold Astoria after that, even had the Americans desired.

The principal in this betrayal of Mr. Astor's interests, as well as those of the United States, was Dr. John McDougall, who had left the Northwest Company in 1810 to enter Astor's service. He came out in the Tonquin, and was one of the first to desert. He was an old comrade of the Clark and Wagon trains, and remained here till April, 1817, when he finally left Port George and returned to Canada. In selling Mr. Astor's interests to the British, McDougall was a man of extraordinary capacity, with an irrefragable, peevish temper, the most unfit man in the world to head an expedition or to command men.

Incomparable among those who have contributed to the literature of the time is Irving; but the historical element in his 'Astoria' is overlaid on almost every page by the romances. He is every where the author of the romance, when not wholly without realism. But the art is of so high quality, simple and unobtrusive, that the reader scarcely suspects the narrative, which is the true story, from its outline, and apparently the perfection of truth, from the way it appeals to the imagination, through the attractive dress in which it is presented. Irving's story is an epic.

The only descendant, so far as I know, of any member of the original Astor party, now living in Oregon, is Colonel Crooks, of Portland, who holds an official position in the U. S. & N. Company. His father, James Crooks, came with the overland or Hunt party, and returned in the same way. Much of the journey, both ways, was made in the winter, and the sufferings of the party from destitution, fatigue and cold, were extreme. Ramsey Crooks and John Day were separated for a time from their main party, were robbed by the Indians and stripped of their clothing and supplies. They were still wintry (it was early spring), they were saved only by simple good fortune. Perhaps we should say it is 'one of those miraculous escapes.' Some of their companions, who they have not seen for a long time and were not known by them to be in the vicinity, appeared, and they were rescued. Day became insane and died. It is believed at Astoria, for it is the place he was sent back, after the party had started on its return to the East. Crooks lived to an old age, and died in the state of New York in the year 1859.

It has come to pass now in the course of nature, that the citizens of longest residence in Oregon were born here prior to 1840. With the single exception of the memorable William Gelson, of Pines Grove, I know of no survivor of the immigration of American nativity, who came previous to that year, or perhaps I should say, 1842.

But there is a man still living in Port Hill, in the Kootenai country, in Northern Idaho, who saw Oregon before any other person now living in it. This is David McLoughlin, son of Dr. McLoughlin, now over 80 years of age.

"And to the mission affair that preceded the general immigration a debt is due that never should miss acknowledgment, when the story of the acquisition and settlement of Oregon is recited. The missionary enterprise began with Jason Lee in 1840. Next came Samuel Parker in 1835. Whitman and Spaulding, with W. H. Gray, followed in 1846. In 1838 came Walker and Wells. By 1849 there were in Oregon thirteen missionaries, and the following year, thirteen lay members of the Pro-

testant missions, three Roman Catholic missionary priests, and a considerable number of Canadian settlers of the Roman Catholic faith. If the missions, as they were, had not been there, the hopes in its direct purpose of helping the Indians to uplift and regenerate, it did succeed greatly in its secondary purpose, which the American missionaries ever kept in view, namely, in tending aid to the foundation of a commonwealth under the sovereignty of the United States. For a long time there was disinclination to give the missionary work in Oregon the credit that it justly is due; for after the rush of immigration began, the missionary people were so to speak, inundated by it, and what they had done was for time overlooked. But going back, that indicates duty, that prompt to action, and we shall do this more and more—we are compelled to recognize the great work which the missionaries did. I do not say that Oregon would not have been held without them; but they were a powerful factor in holding it.

"The study of our own history is chiefly valuable for its moral aim, and it is the duty of the citizen to attend to the organization and structure of our society, and carries the influence of other times on into our own. It is a duty to actively the forces and agencies that build up character, that indicate duty, that prompt to action. These are the forces we want. Basted only with our own times and the conditions they present, we fall into levity; we forget what we owe to our predecessors, and therefore do not know what we possess, nor realize its value. Only can we know what we have or where we are by study of the course through which our present position has been reached. It is a duty to know the history of the nation, and the truth of being is all one, the man is what he knoweth."

"This is a rambling address, intended merely to contribute a little to the study of our own history, and to attention before the mind some of the incidents and events really offered to the glances of our earliest records. It was the Lewis and Clark expedition that enabled us to follow up the claim made upon the discovery of the Columbia river, and enabled us, moreover, to anticipate the English in their further exploration and discovery. It enabled us to hold the country west of the Rocky Mountains and south of the 49th parallel, to the United States. It gave us the footing that enabled us to negotiate with Spain for the southern boundary of the Oregon country, which was fixed at the 42nd parallel. It was the Lewis and Clark expedition, to which the great results so plainly run back, stands therefore as one of the leading events of our national history. We must glorify in it as we did in the celebration of it in a manner that commensurate with its national and historical importance. Oregon, of course, must take the lead in the preparation in such efforts as are worth while, then, to use every opportunity to awaken interest in the history of the beginning of American dominion in the Pacific Northwest."

At the conclusion of the address, Senator Fulton spoke briefly, expressing the gratitude of the members of the institute, and others who had listened to it, for the able and concise resume of the history of the discovery of the Columbia river, after which Mr. Scott held an informal reception.

RICHARD F. ROTHWELL DEAD.

Most Prominent Mining Engineer in the United States.

NEW YORK, April 18.—Richard Pennebaker Rothwell is dead at his home in this city. As a mining engineer of distinction in his profession and as a journalist few men in his generation have equalled Mr. Rothwell's services in the cause of industrial science.

He was born at Ingersoll, Ont., May 1, 1837.

After a preliminary education in this country he took a three-years' course at the Imperial School of Mines at Paris, France, and in 1861 entered the mining academy at Freiberg, Saxony.


Returning to America, he in 1864 began work in the anthracite region of Pennsylvania at Eckley, Drifton and Wilkesbarre and there continued until 1873. Meantime he had engineering charge of a large number of collieries and was also engineer to the Foxford Manufacturing Company, for which he designed and built what is probably the largest wire rope plant in the world. His designs were entirely novel at the time and the machines he built are still in active use, after a period of twenty-five years. In the field of manufacturing of mining and in the treatment of ores, Mr. Rothwell made many notable inventions.

In 1873, Mr. Rothwell's practice as consulting engineer, and as a member of the largest of any in his profession in America, had so increased that he removed to this city. Shortly afterward he acquired an interest in 'The Engineering and Mining Journal,' of which he was editor and general manager for the day of his death. Mr. Rothwell was a member of many clubs and societies, and received high recognition both at home and abroad.

In 1871 he organized the American Institute of Mining Engineers at Wilkesbarre, Pa., and in 1882 became its president. He was a member of the Societe d'Industrie Miniere, and the Geologic Society of France, Paris; an honorary member of the Institution of Mining Engineers, N. S. W. He was a fellow of the Geological Society of London, of the Imperial Institute, London, and of the Royal Statistical Society of Great Britain and a member of the Federated Institute of Mining Engineers, Great Britain; of the Societe d'Industrie Miniere, London, England; of the American Society of Civil Engineers, of the American Statistical Association; of the American Trade Press Association and of the New England Trade League.

He had charge of the statistics of gold and silver for the United States census in 1890. At the Paris exposition in 1889 the Societe d'Encouragement awarded to him a gold medal in recognition of its services to the world's industry and commerce.

His death was due to cancer of the stomach after an illness of five weeks.



ONE GLASS of Baldwin's Celery Soda

cures a headache at once. It is a pleasant, sparkling, effervescent drink that refreshes the system, relieves the nerves and restores all pain. It cures cold and nervous headache, indigestion and neuralgia. 10c, 25c, 50c, \$1.00.

FRANK HART, Successor to Th. Olsen, 609-1 Com. St.